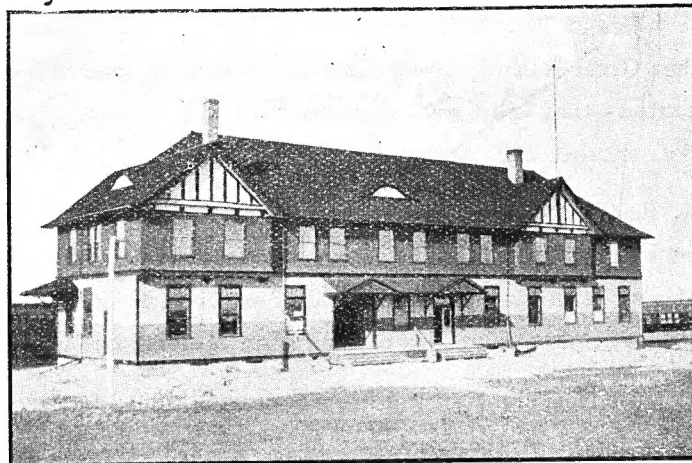
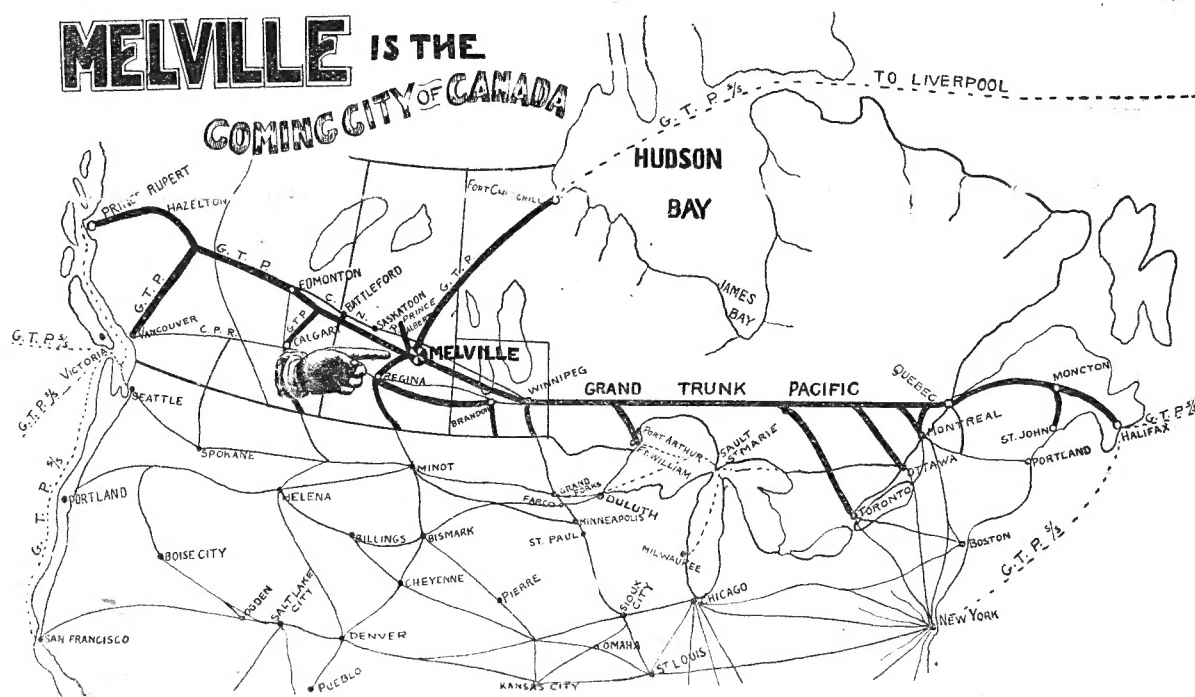


MELVILLE

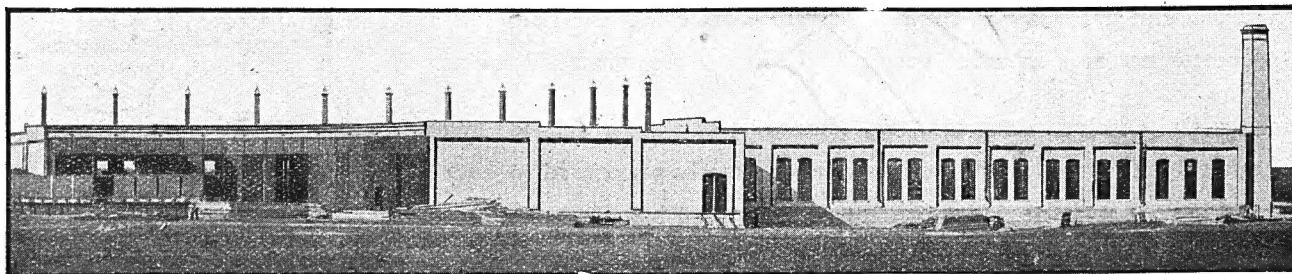
HEADQUARTERS:-
Grand Trunk Pacific Railway
Prairie Division



Grand Trunk Pacific Station, Melville, Saskatchewan



Map showing strategic business location of Melville



Part of Locomotive House of G. T. P. at Melville, with South View of Repair Shops

MELVILLE

THIS is the largest Grand Trunk Pacific Divisional town in the West, and operating base for that part of that Great Railway lying between Winnipeg and Wolf River, some 126 miles west of Edmonton—that is to say, operating base for almost 1000 miles of main line besides eventually more than another 1000 miles of branches.

The Grand Trunk Pacific will be prominent in the coming Hudson Bay route, and for good causes. Associate to this the fact that Melville is the headquarters for the G. T. P.'s traffic via the Hudson Bay Route, and also terminus of the Central-West G. T. P. branch to the United States (via Regina) and still you will have only a faint idea of the future Melville has in reserve at no distant time.

The builders of that Great National Railway are not in the habit of boasting of what they intend doing, because they know they are on the good road to success; this accounts for the fact that the public are not yet conversant with the inside facts.

The first passenger trains (construction dept.) ran about the middle of last September, but already Melville is an active, prosperous town of over two hundred buildings and nearly 1000 population. Two large hotels, affording the best of comfort, are almost inadequate to meet the demand, and yet, the fast passenger trains have not even started.

This is a unique instance of progress. But in this there is a lesson. Experience has taught the people of Canada (and of the West in particular) that the great railways create big towns, and also that railway headquarters are the first cause why large cities develop out of bare land. Melville has a better reason to develop than any other point between Winnipeg and Vancouver had—because it is the handling point of the Grand Trunk Pacific for the Hudson Bay route—it means a wholesale and distributing point of no small size when one considers that “starting from Melville to Liverpool and London by way of Fort Churchill and the Hudson Bay, a saving of One Thousand miles over the actual route via Montreal is made.” Again, by taking an accurate map and measuring, one finds that any American point west of St. Paul, Minneapolis and Kansas City is nearer to the British Isles by way of Melville and the Hudson Bay than via New York, Boston or other Atlantic seaports.

Now, just think of this—can you realize the importance Melville will assume as soon as that Hudson Bay Road is operated. Hardly, unless an advanced student of transportation and commerce.

You have probably often heard of high prices realized by good property in some Western growing town. Possibly YOU had an opportunity yourself of buying such or similar property a few years ago, but did not think at the time it was wise taking the risk. At any rate, you know for a fact that property increases in value very rapidly in the western good towns.

Only a short time ago, two ordinary lots were purchased by the Canadian Bank of Commerce in Lethbridge for \$24,000—these lots were originally purchased at such a small price that any poor man could have afforded a dozen of them. That town has been in existence only a few years as you are aware. At the end of December 1908 one 25-foot lot was sold for \$2,500 in Melville, originally costing \$400 a few months before—in 5 years this lot will not be for sale at \$25,000.

There is no point in Canada, and possibly in America, at the present time, that can show such possibilities for a **GROUND FLOOR INVESTMENT**. Lots that we are now selling at from \$50 to \$70 are today worth \$500 to \$2000 in cities of say 10,000 population, such as Regina, Calgary and Edmonton, distance and locality being equal.

MELVILLE is not a year old, but it has already close to 1000 population and about 200 buildings. Two large hotels are almost inadequate to handle the trade, although fast regular trains have not even yet commenced running. Fast passenger trains will be operated in the early spring. This is the best proposition we know of, from an investor's viewpoint.

Now, ye man of ambition, the opportunity is offered to you. A genuine Coming City is still only in the start. Will you let your opportunity pass by unnoticed. Or will you provide for your share of prosperity—prosperity that will materialize much quicker than has been the case with any Western City—none excepted. Do you know a good thing? We address intelligent men only, men that won't let their chance escape and afterwards deplore the fact that Strangers are having more than their share in the wealth of this our already Great Country.

In his 1909 Greeting to the people of Saskatchewan, the Hon. Walter Scott, Premier of the Province, said in part:

"Then on this New Year's Day we have at last within sight the Hudson Bay Railway, a project that for a quarter of a century has been the darling object of the inhabitants west of the Great Lakes."

President Roosevelt says:

"Every person who invests in well selected real estate in a growing section of a prosperous community adopts the surest and safest method of becoming independent, for real estate is the basis of all wealth."

Andrew Carnegie says:

"The wise young man or wage earner of today invests his money in real estate."

Real estate always has been and always will be the safest, surest and best investment for any one, whether he be rich or poor.

Refer to the accompanying maps showing the position of Melville and Melville Annex and the situation of the choice lots you have an opportunity of buying now at first prices, a chance of getting in on the ground floor. Only a limited number of lots for sale at such prices. Write for a few at once, for we reserve the right to return the money in case they are oversold.

The opportunity is here, you can take advantage of it, provided you have the ability to decide and act.

Don't Delay, Defer or Put Off—ACT!

Fill in the order blank. Lots unsold will be allotted in the order of receipt of application.

Newspaper Clipping

It is learned that the Grand Trunk Pacific—Canada's New Transcontinental Railway—has decided to build a city at Melville, Sask., for its Western Headquarters.

Thirty years ago the Canadian Pacific Railway adopted Winnipeg as its Western Headquarters and now the Grand Trunk Pacific is *creating Melville*. This new Railway has acquired property at that town and is now engaged in laying out yards which will be the largest between Winnipeg and the Pacific Coast. The Hudson's Bay Line of the Grand Trunk Pacific will end at *Melville*, at which point European immigrants and freight will be distributed over the lines of the Company.

The Chief Dispatcher, Superintendent and other Head Officials of the Western Lines of the Company are now located at *Melville* where the Company intends to build up a large city. *Melville* is named after Charles Melville Hays, President of the Company.

Already the plans of the Company have become known in certain quarters, and the Dominion Bank, wishing a site on which to build, was obliged to pay \$2,500 for a 25 foot lot, which is considered a big price for property in a pioneer town even though it has the prospects of Melville.

In April construction will be commenced on two branch lines from Melville, one Northwards towards Hudson's Bay and the other Southwards to the American boundary to connect with transcontinental systems to the South of the line near North Portal.

PRICES

Inside Lots	-	-	-	-	\$50.00
Broadway Lots	-	-	-	-	\$60.00

Corner Lots \$25.00 extra

Prices subject to advance without Notice

Terms: \$10.00 cash, \$5.00 per month per Lot
No Interest, No Taxes till 1910.

TORRENS TITLE.

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W. A. CAMPBELL,

417 Nanton Building, Cor. Portage Ave. and Main St

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